

# The China Mail.

ESTABLISHED FEBRUARY, 1845.

VOL. XL. No. 6729.

號九月二年五十八百八十一英

HONGKONG, THURSDAY, FEBRUARY 19, 1885.

日五初月正年西乙

PRICE, \$2 PER MONTH.

125785  
125785

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GIBSON STREET & CO., 30, Cornhill. GIBSON & GOTCH, Ludgate Circus, E.C. HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.  
PARIS AND EUROPE.—ADEME PRINCE & CO., 39, Rue Lafayette, Paris.  
NEW YORK.—ANDREW WIND, 21, Park Row.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GIBSON & GOTCH, Melbourne and Sydney.  
SAN FRANCISCO AND AMERICAN PORTS generally.—BEATT & BLACK, San Francisco.  
SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. G. HEINSZEN & CO., Manila.  
CHINA.—Macao, MESSRS A. A. DE MELLO & CO., Macao. SZEUNG, QUOKH & CO., Foochow. HEDGE & CO., Shanghai.  
LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS:  
UNION BANK OF LONDON, LTD.  
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.  
" 6 " " 4 1/2 " "  
" 12 " " 5 % " "

Current Accounts kept on Terms which may be learnt on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.

H. A. HERBERT,  
Manager.

Hongkong, September 18, 1884. 1556

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000  
Reserve Fund.....\$4,400,000  
Reserve for Equalization of Dividends.....\$4,400,000  
Reserve Liability of Proprietors.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—A. P. MCLEWEN, Esq.  
Deputy Chairman—Hon. F. D. SASSON.  
O. D. BOTTOMLEY, M. GROTE, Esq.  
H. HOPKINS, Esq.  
H. L. DALYMPLE, Hon. W. KENWICK, Esq.  
A. MCLEVER, Esq.  
W. H. FORBES, Esq. M. E. SASSON, Esq.

Chief Manager.  
Hongkong.....THOMAS JACKSON, Esq.  
Shanghai.....EWEN CAMERON, Esq.  
LONDON BANKERS.—London and Trinity Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " " 4 per cent. "  
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank—or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Posts by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be signed with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence to the business of the Bank will, if marked on Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Banks are exempt from stamp duty.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION.  
T. JACKSON,  
Chief Manager.  
Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSI-  
NESS will be commenced on the  
1st MAY, 1884.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION.  
T. JACKSON,  
Chief Manager.  
Hongkong, April 25, 1884. 716

For Sale.

BEDSTEADS!

BEDSTEADS!!

BEDSTEADS!!!

LANE, CRAWFORD & CO.

ARE NOW SHOWING

THE Largest Assortment of BEDSTEADS ever seen in the Far East. Over ONE HUNDRED BRASS and IRON BEDSTEADS to select from, ranging in price from \$10 to \$100 each.

An Inspection is Invited.

LANE, CRAWFORD & CO.

Hongkong, February 19, 1885.

Intimations.

HONGKONG ICE COMPANY, LIMITED.

THE Fourth Ordinary Annual MEETING OF SHAREHOLDERS will be held at the Office of the Company, No. 7, Queen's Road Central, at 12 o'clock Noon, on TUESDAY, the 21st February, 1885, to receive a Statement of Accounts of the Company to the 31st December, 1884, and the Report of the General Managers, also to discuss any matters that may be conveniently brought before the Meeting.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 20th Instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, February 2, 1885. 192

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixteenth Ordinary MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon of TUESDAY, the 24th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1884.

The Transfer BOOKS of the Company will be CLOSED from the 11th to the 21st Instant, both days inclusive.

By Order,

JAS. B. COUGHTRE, Secretary.

Hongkong, February 4, 1885. 201

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on TUESDAY, the 24th February, at 3.30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1884.

The Transfer BOOKS of the Company will be CLOSED from TUESDAY, the 10th, to TUESDAY, the 24th February, both days inclusive.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, January 28, 1885. 173

NOTICES TO CONSIGNEES.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenorchy* having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Asiatic Monarch* from New York, are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 19th instant.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.

Hongkong, February 18, 1885. 279

STEAMSHIP *SACHALIEN*.

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships *Gange*, *Indiach* and *Egyptian des Vagues*, from London, Havre and Bordeaux, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasuries and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after loading.

Optional Cargo will be forwarded on, unless instructions received from the Consignees before 2 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 20th instant, at Noon, will be subject to rent, and landing charges at 1 cent, per package per diem.

All Claims must be sent in to me on or before the 2nd instant, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, February 13, 1885. 254

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *King Beng*, Captain R. JONES, will be despatched on FRIDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, February 17, 1885. 271

STEAM TO NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Glenearn*, Captain R. PARKER, will be despatched as above on or about the 3rd March.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Auctioneers.

Hongkong, February 18, 1885. 281

Shipping.

Steamers.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Antwerp*, Captain BRAUN, will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, February 18, 1885. 282

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Antwerp*, Captain BRAUN, will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, February 18, 1885. 283

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIODO.

The Steamship *Mertonshire*, DUTTON, Commander, will be despatched for the above Ports on WEDNESDAY, the 25th instant.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, February 18, 1885. 284

THE STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Antwerp*, Captain BRAUN, will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkong, February 18, 1885. 285

Shipping.

Steamers.

STEAM TO SINGAPORE, PENANG AND BOMBAY.

The P. & O

# THE CHINA MAIL.

[No. 6729.—FEBRUARY 19, 1885.]

## For Sale.

FOR SALE.

### FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

### AN INVOICE OF PARLOUR AND COOKING STOVES.

### BX LATE ARRIVALS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints and quarts.

1883. GRAVES, " "

BREAKFAST CLARET, " "

SACONE'S MANZANILLA & AMON-

TILLADO.

SACONE'S OLD INVALID PORT (1843).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

GOUVIONNER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEFER WHISKY.

BOOTH'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

Rose's LIME JUICE CORDIAL.

NOELLE PLAT & Co.'s VERMOUTH.

JAMESON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the Galton.

ALE and PORTER, in hogsheads.

MILNE'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Agents for

Messrs. TURNBULL, JNR., AND SOMERVILLE'S

MALTESE CIGARETTES.

MacEWEN, FRICKEL & Co.

Hongkong, January 8, 1885.

## To Let.

### TO BE LET.

THE VICTORIA EXCHANGE, suitable for a Large Store, for SHOPS, WAREHOUSES, or MERCHANTS' OFFICES; with or without GODOWN and DWELLING HOUSE; or the Premises can be Subdivided to suit TENANTS.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, December 24, 1884.

253

TO BE LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERSITÉ), Single Rooms or Suites of APARTMENTS. Nos. 4 and 18, HOLLYWOOD ROAD. NO. 26b, PRAYA CENTRAL. NO. 44, GRAHAM STREET.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, December 24, 1884.

2165

### STORAGE.

GOODS RECEIVED on STORAGE in Commodities and well ventilated GODOWNS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK.

G. R. LAMMERT.

Hongkong, December 27, 1884.

2173

### TO LET.

NEW BUNGALOW—FURNISHED, at Mount Kellett Spur, FIVE ROOMS, Large Basement, OUT HOUSES, TENNIS COURTS. Possession from April.

Apply to

JOHN D. HUTCHISON,

24, Stanley Street.

Hongkong, February 14, 1885.

259

### TO LET.

THE DWELLING HOUSE, No. 3b CAINE ROAD. Possession from 1st January, 1885.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, December 23, 1884.

2164

### FREDERIC ALGAR.

COLONIAL NEWSPAPER & COMMIS-

SION AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

The Colonial Press supplied with News-papers, Books, Types, Ink, Presses, Papers, Correspondents' Letters; and any European Goods on London terms.

### NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

## Entertainment.

THE GAIETY COMPANY.

Sole Proprietor, GEO. NORVILLE.

From THE THEATRE ROYAL, Calcutta;

and THE GAIETY THEATRE, Bombay.

Patrons:

T. H. H. THE DUKE AND DUCHESS, of Connaught.

His Excellency THE MARQUIS of Ripon,

His Excellency Sir James FERGUSON,

&c., &c.

WILL IF POSSIBLE GIVE TWO PERFORMANCES, en-route, for Shanghai.

THE FIRST PERFORMANCE, will be given at GILBERT'S CLASSICAL COMEDY, entitled

PYGMALION & GALATEA.

AT THE SECOND PERFORMANCE,

will be presented

A HUSBAND IN CLOVER, And the

ORIENTAL BUFLLESQUE

BROWN & THE BRAHMINs.

Full Particulars will be duly announced on the arrival of the Company.

The Plan of the Theatre may be seen and Seats secured at Messrs. KELLY & WALSH,

Hongkong, December 11, 1884.

2076

## To-day's Advertisements.

### FOR SHANGHAI.

The Steamship

Peking,

Capt. G. HEUERMANN, will

be despatched for the above Port TO-MORROW, the 26th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, February 19, 1885.

284

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship

Emeralda,

Captain TAYLOR, will be

despatched for the above Port TO-MORROW, the 20th instant, at 6 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, February 19, 1885.

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NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship

Amoy,

Captain H. VAN DER

DEWAERTER, will be

despatched for the above Port TO-MORROW, the 20th instant, at 6 p.m.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Agents.

Hongkong, February 19, 1885.

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TO LET.

N° 3, WEST TERRACE. Entry from

1st March. Apply to

G. C. ANDERSON,

4, Praya Central.

Hongkong, February 19, 1885.

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NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE, AND SAIGON.

ARRIVALS.

February 18, 1885.

Celebes, Dutch steamer, 1,423, Grebe de Haan, Saigon February 13, General—JARDINE, MATTHESON & Co.

February 19—

Oprichnik, Russian corvette, 1,400, Capt. Poischew, (bearing Flag of Rear Admiral Orowin), Shanghai February 15.

Zefiro, British steamer, 675, R. Talbot, & Co., February 17, General—RUSSELL & Co.

Iphigenie, German steamer, 1,059, F. Albrecht, Saigon February 16, General—SIEGMUND & Co.

Not Responsible for Debts.

either the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOOPAL, American barque, Capt. Wm. R. Hayes—Alamian, Bell & Co.

INVINCIBLE, American ship, Capt. J. S. Ferguson Skeves—Order.

JESSIE OSBORNE, British ship, Captain J. Wilson—Carlisle & Co.

MELBOURNE, British barque, Captain Lightbody—Melchers & Co.

NADIE M. SLADE, American schooner, Capt. D. Gould—Arnold, Karberg & Co.

PRESTO, British schooner, Capt. E. P. Minor—E. Mahlon.

SAMAR, American ship, Capt. Oliver J. Jones—Adamson, Bell & Co.

SHIPPING.

ARRIVALS.

February 18, 1885.

Celebes, Dutch steamer, 1,423, Grebe de Haan, Saigon February 13, General—JARDINE, MATTHESON & Co.

February 19—

Oprichnik, Russian corvette, 1,400, Capt. Poischew, (bearing Flag of Rear Admiral Orowin), Shanghai February 15.

Zefiro, British steamer, 675, R. Talbot, & Co., February 17, General—RUSSELL & Co.

Iphigenie, German steamer, 1,059, F. Albrecht, Saigon February 16, General—SIEGMUND & Co.

Not Responsible for Debts

## THE CHINA MAIL.

A Chinese trading junk passing through the channel between Aberdeen and Ap-ki-Chau yesterday morning capsized while tacking during a wind squall. The crew, numbering twelve or thirteen men, were picked up and brought ashore by the police in a steam launch, no lives, fortunately being lost.

The decision of Mr Justice Chitty, referred to in today's telegram, was to the effect that the liability of shareholders in the Old Oriental Bank, to pay calls as contended for by the Official Liquidator, applied to the shareholders in the first or original list only, and the effect of this decision was that shareholders who had transferred their shares six months previous to the Bank's suspension were freed from all liability. The Official Liquidator maintained that all shareholders, whether 'original' or otherwise, were liable, in the event of the actual holder being unable to meet the call, unless their transfer was dated a clear six months before the suspension of the Bank. Mr Justice Chitty's ruling has now been reversed by the Court of Appeal, and the liability admittedly attaching to the 'original' shareholders is held to have passed on to all shareholders—i.e., every shareholder, unless he can show that he transferred his rights and obligations six months before the Bank stopped payment, may be called upon to pay any unpaid calls upon the shares he transferred.

A very gross case of a false charge trumped up by two Chinamen against two others against whom they had a spite was disposed of by Mr Wise at the Police Court this morning.

Two men, named Shek Yau and Li Cheung, who turned out to be uncle and nephew, though in Court they denied any relationship, appeared against two others named Li Tai King and Li Tin Tak, the first named individual charging the two defendants with having, with another man not in custody, attacked him while on his way from Kowloon City to his home at To-kwa Wan, British Kowloon, about noon, on the 18th inst., and robbed him of \$5. Li Cheung appeared as a witness and substantiated the complainant's statements.

Independent evidence, however, was brought to prove that the defendants in the case were employed in looking after the joss-house at To-kwa Wan, and that the complainant and his nephew had come to the joss-house on the 18th inst., and had quarrelled with the defendants, whom they wanted to supplant in the care of the joss-house, but the people of the village would not entertain their request. When they found their efforts to remove the defendants from their post useless, they went to the police and lodged the serious charge of robbery with violence against them and caused them to be arrested. Evidence was brought forward which proved that the men charged with the crime had not left the joss-house at To-kwa Wan during the day, on the 18th, until arrested there by the police.

The complainant and his false witness were, in default of paying a fine of \$25 each, sent to prison to undergo two months' hard labour, under sec. 17 of ordinance 16 of 1875.

A CORRESPONDENT refers us to the Ordinance which authorizes the establishment of the Tang Wah Hospital, and asks whether, under that enactment, the Government can assume the direct management of this semi-charitable institution. For the benefit of those interested, we may here give a brief statement of how the matter stands. Section 3 of the Ordinance (3 of 1870) enacts that 'the Corporation is created for the purpose of establishing and maintaining a Public Free Hospital for the treatment of the indigent sick among the Chinese population to be supported by voluntary contributions, and governed by a Board of Directors.' And the section goes on to say that the Board may admit patients on payment of certain charges. The general powers of the Board of Direction are stated thus:—'The Board of Direction shall, subject to the provisions of this Ordinance, have full power and authority generally to govern, direct and decide all matters whatsoever connected with the administration of the affairs of the Corporation and the accomplishment of the object and purposes thereof, and may appoint a Board of management consisting of so many members of the Corporation as they shall think fit, who shall, under such regulations as may from time to time be made by the Board of Direction in that behalf, undertake and exercise the immediate supervision and management of the Hospital.' Under Section 10, power is given to the Board of Direction to frame regulations relating to the administration and discipline of the Hospital, but 'every such regulation is subject to disallowance at any time by the Governor in Council.' In Section 12, again, the Governor in Council comes in as a final arbiter in cases of doubt or ambiguity as to the interpretation of the Ordinance. The Registrar General and the Colonial Surgeon are to have free access to the Hospital at all reasonable times; and proper account books must be kept and verified on oath. Next comes the provision for the repeal of the Ordinance, and we repeat it entire:—

XVI. In Case it shall at any Time be shown to the Satisfaction of the Governor in Council that the Corporation has ceased or neglected or failed to carry out in a proper Manner the Object and Purposes of the Ordinance or to fulfil the Conditions thereof, or that sufficient Funds cannot be obtained yet been worked at all by the French.

by Voluntary Contributions to defray the necessary Expenses of Maintaining the said Hospital, or that the Corporation is unable for any Reason to fulfil its Duties, it shall be lawful for the Governor in Council, with the Advice of the Legislative Council of the Colony by an Ordinance to be passed for that Purpose to repeal this Ordinance and to declare that the Corporation hereby granted shall cease and determine and become absolutely void;

Provided always that Six Months' Notice of the Governor's Intention to pass such an Ordinance shall be previously given to the Corporation.

In case of repeal, the property and assets of the Corporation become vested in the Crown. So far as we can learn, the object and purpose of the Ordinance (such as they are) have been fairly well carried out of late, vaccination being now steadily practised in addition to the usual duties of a Hospital under Chinese management. In face, therefore, of the assurances given by Government to the Chinese that no radical reform of their medical practice would be forced upon them, there is little reason to suppose that the Governor in Council sees any reason at present for decided interference.

One day in the first week of January, in a fifty miles race at Birmingham, Mr. J. E. Dixon, of the Spartan harriers, and one of the oldest veterans on the path, not only beat a field of thirteen competitors, but lowered the previous record by nearly twenty minutes. His time for the full distance was 6 hours, 20 minutes, 47 seconds, a really wonderful performance for a man of Mr. Dixon's years.

On the 28th January a rifle competition took place among the members of the Singapore Rifle Association. Married is Single, the married men claiming the victory by 5/12 of a point. A re-run match was fired on the 4th instant, which became very interesting at its close, the last man to fire having a sufficient margin to win, to tie, or to lose. Unfortunately he missed, and the victory fell to the single man by three points. The shooting was very good, and it is probable the last man missed through excitement. Why should not such an association be organised in Hongkong?

### The Stranding of the S. S. 'Castello.'

The following appeared in our shipping extra this morning:—

The S.S. *Zafiro*, Captain Talbot, which arrived here this morning from Manila, passed the *Castello* at 7 o'clock this morning. The vessel still remains in the same position as before with her bows resting upon the rock. The work of discharging her cargo of coals has been kept up through the night and fresh shifts of coolies have been sent to the scene this morning to continue the work. H.M.S. *Sleuth* was still standing by the stranded vessel when the *Zafiro* passed her. Hope is entertained, now that the *Castello* has got safely through the night without changing her position, that it will be found possible to get the crippled vessel safely into dock.

Latest reports, however, are to the effect that, unless the wind falls, it is feared the steamer will slide into deep water. Since then we hear that the list upon the *Castello* has much increased and that shortly after noon the coolies engaged in getting the coal out of her, becoming frightened, refused any longer to work on her. The S.S. *Falken*, which passed the stranded vessel early in the afternoon, reported that the *Castello* still appeared to have steam on her, and her bows still rested upon the rock.

The vessel had worked considerably during the night and this morning, and the chances of floating her off successfully appear to be diminishing.

### Affairs in Formosa.

We learn from an eye-witness of the fighting which took place between the French and Chinese forces at Keeling from the 31st January to the 2nd February, that there were in all 1,800 French troops engaged. An attempt was made on the first day to turn the flank of the Chinese, who held a strong entrenched position. The French attack would probably have ended in the capture of the position on the 31st had it been commenced earlier, but as it was the troops were obliged to withdraw at sunset. On the following day the attack was renewed and the position eventually taken by assault, the French troops advancing through a perfect swamp, sinking to the knee in mud, and, after scaling the entrenchment, attacked the Chinese troops with the bayonet. During the following two days the French force advanced and occupied two other strong positions. Two military mandarins of considerable rank are said to have been found amongst the Chinese dead, close to the spot where the body of the European officer who was killed with the Chinese was found.

The French loss during the four days was two officers killed and two wounded, and 50 men killed and wounded. The Chinese loss is uncertain, but it is believed to be over 200 killed and wounded. The Chinese are said to have fought remarkably well.

Our informant confirms the statement made by our Tamsui correspondent that 25 Chinese at Keeling, who were believed to be carrying on communications with the Chinese troops, have been executed by order of Admiral Courbet.

All the Chinese prisoners taken from the junks, as well as the Ammanite coolies from Saigon, are employed as baggage and provision coolies for the French troops. Some of them have been employed in the coal mines at Keeling, which have not yet been worked at all by the French.

FROM HANOI TO THE FRONTIER OF KWANG-SI.

LANG-SON TO THE FRONTIER.

At the time of M. Auñou's visit (1881) the garrison for the defense of Langson consisted of about 400 Chinese actually; 600 on paper, who were lodged in Kien-jan, and a number of mountainers and Annamites soldiers under the orders of the Lan-hinh. The mountainers do six years service in the army. The Annamites troops in garrison come from the province of Hai-duong.

THE UTILIZATION OF LOCAL MILITIA FOR COAST DEFENCE.

China has certainly no lack of men ready to suggest methods to foil the French, though they are not always likely to excite anything but laughter in the Western world. Two notable schemes of general warfare and harbour defence have already appeared, and the *Shen Pao* of the 31st January publishes another under the above heading.

The writer's scheme is, shortly, as follows:—

1. The movement must be properly initiated. The enrolling of militia to protect the country, while affording scope for the loyal to show their patriotism, gives an opportunity to the disaffected to display wickedness. The officials must, therefore, be moved to record the number enrolled and the arms provided. The leaders of the movement must act fairly and legally, that the people may be moved to ardent, not to license—for slight is the line of demarcation between order and confusion.

2.—Combination alone can render the scheme effective. Towns, villages, barrios, wards must, on the call to arms, act in concord and concert.

3.—Watchtowers, provided with powerful telescopes, must be erected on hilltops and at important points along the coast. On these towers a flag should be displayed by day, a lantern by night. The flags and lamps will be in the number—yellow, white, and red. Of these yellow means peace; white, rebellion; red, to give fire. A militia battery, on seeing a danger signal, must at once call out all forces, inform the military headquarters, and other militia bureaux. At the critical moment when the alarm is given, promptness is essential—but not less so quiet and order. Combustion and rashness simply ensure defeat.

4.—The organization, being a militia, its leaders must study the art of war. Sun Wu's Military Classics [6th century B.C.] is a book every soldier should read; Hu Lin Yi's 'Treatise on Coast Defence' and Chi Chi-Kuang's 'New Scheme of Success' and 'True System of Tactics' are trustworthy and complete, applicable to the present case, and can supply general ideas. Two European works on Coast Defence and General Tactics give excellent European methods, most suited to the time, and are full of good suggestions. Other works by modern Chinese authors are so superficial and full of errors that they are not only useless but tend to do harm.

5.—Provision must be made for supplies on an enduring system. Even patriotic men can't fight on an empty stomach, much less men with parents and families dependent on them. How can the universal need for daily bread be disregarded? This can be easily supplied only if men's hearts are gained. Rich men will not freely contribute, unless they understand their duty as citizens; nor can any but those who are zealous in good works collect funds. In order the leaders must first purify themselves and not embangle one iota. At the end of each year a general account, clear and full, of items of expenditure and receipts being exactly and regularly entered, must be presented for public inspection. The general principle is to use the money subscribed for the good of the subscribers, without extravagance or misappropriation. Any scheme proposed in it, must be adopted.

6.—The weapons used in war are sword, spear, musket, and cannon. The wicker shield is used in China at close quarters, and soldiers should be proficient in its use; but it is only effective when employed with the sword, as the saying has it 'sword and shield must not be parted.' The use of the spear requires skill and practice; and it is then far superior to the sword. The spearman should, however, carry a sword by his side.

As to rifles, the American Remington repeating breech-loaders, which fire from seven to thirty shots, are the most effective. The German Mauser rifles, which can fire from 50 to 20 shots a minute, are also strong, neat, and serviceable. Breech-loaders are easier to load and fire faster and farther than muzzle-loaders. They are, too, more deadly, to over four feet (say 2,000 yards). The construction should be simple and the mechanism should consist of few pieces so as to facilitate repairs.

With regard to gunnery, the German Krupp steel gun is the best. Chinese steel comes from Germany. The small steel cannon, carrying a 12 lb. shot, is strong and light, most convenient to move about. The shot fits into the rifling of the gun. This cannon is long and has a screw elevating arrangement which ensures good aim at long range. Double shells are used by four, four brass loops being put round the barrel after it is cast. The shells burst into a hundred pieces and carry 10 lbs (3 miles) with a 1 lb. charge of powder. This gun is most deadly and requires only a few men to load it. It is the best weapon made and indispensable for military outguards.

If a cannon is too large it is impossible to move it from place to place; if it is smaller than alive, it is useless. Yet guns of the same pattern, throwing a 24 or even 40 or 50 lbs shot might be mounted where the position required.

Mortars have a great reputation, but, as they weigh anything up to 100 tons, they are almost impossible to transport. It is better to use the Phayre 7-pdr breech-loading gun, which throws two pieces in good order, charge promptly, kill the foe with hardly aid, strength, without any effort. It is times of leisure, when there is no war, expounded the Sacred Editor, the effects of Filii Piety, the Four Oaks, or the virtues of the virtuous dead, or the requirements of trade and agriculture. These subjects were vigorously explained so as to arouse the attention and evoke feelings of filial piety, fraternal love, truth, and loyalty, which will never die. No heterodox doctrine of reward must be hinted at, to make the army faint-hearted. The militia are to be trained in heart and mind, in eye and ear, in hand and foot, so that in the day of battle they may march in order, preserve discipline, co-operate in peaceful arts; and in time of war, to join in hatred of the foe, and fight with heart and strength, without any selfish thought. It is times of leisure, when there is no war, expounded the Sacred Editor, the effects of Filii Piety, the Four Oaks, or the virtues of the virtuous dead, or the requirements of trade and agriculture.

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7.—Discipline must be strict. Every man must be encouraged to use his particular talent; ability must be rewarded to others; incurable sloth and stupidity must be punished. No man's antecedents should be too closely enquired into, but, as soon as he enters the force, he must be trained. In time of peace the force will be brought to co-operate in peaceful arts; and in time of war, to join in hatred of the foe, and fight with heart and strength, without any selfish thought. It is times of leisure, when there is no war, expounded the Sacred Editor, the effects of Filii Piety, the Four Oaks, or the virtues of the virtuous dead, or the requirements of trade and agriculture.

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9.—Men will willingly fill their posts must be obtained. Leaders are indispensable. For instance, at Pagoda Anchorage the French were allowed to get inside an important defence, and, in spite of the advantages of the country, to win a firm foothold. A general must be endowed with boldness, knowledge, bravery, truth, and sternness, and must be quick to use position, resources, schemes, reasons, and opportunities; must be able to attack and defend, and to provide for all contingencies. The coast militia are established primarily to protect the country but, under a good leader, they may exterminate a mighty foe and give peace to the Empire.

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THE BLOCKADE RUNNER  
"WAVERLEY."

Good luck and good management are two attributes which should accompany a vessel, which sets out on the hazardous undertaking of blockade running. The s.s. "Waverley," though one of the newest "couches" engaged in the bonding trade, appears to have been singularly fortunate in raising the blockade. Some weeks ago we informed our readers that the vessel would change captain, officers, and crew at Woosung—for the reason, we understood, that her former commander and officers refused to run the risk of running the blockade. Consequently Captain Stout of the "Waverley" took charge of the "Wraun," also of blockade fame, and Captain Daniellson of the "Wraun" and his officers and crew were transferred to the "Waverley." The "Wraun" has since been employed in running on the river, till a couple of days ago, when she left with a cargo of coals for Foochow, though we hear that her final destination is Shapow Roads, where at present the so-called Chinese Relief Squadron is supposed to be hidden. The "Waverley," having taken in several hundred barrels of ammunition at Kiangsiang, proceeded to Foochow, and thence returned to Woosung, to wait for further orders; this was about the middle of last month. Shortly afterwards she left Woosung in ballast for regions unknown, returning to Shanghai on the 4th instant, and entering the Customs from "Korea." We had our doubts as to the correctness of the latter information, and though there was considerable difficulty in getting any particulars as to the vessel's latest movements, as everybody on board had received strict orders to keep silent on the subject, we have been able to glean the following. The "Waverley" left Woosung in ballast about the 20th ultmo for Chefoo, to take in a supply of fresh water and several sampans, to serve as means of taking on board troops and ammunition, for which purpose the ship's boats, on account of their draught, proved not quite serviceable. From Chefoo the steamer went to Port Arthur, where she received instructions to proceed to Shantung, and after putting into the gulf of the Great Wall of China, in the Gulf of Liang-Tung. The "Waverley" was under orders to take 800 troops on board, several machine guns and ammunition. She succeeded in hearing the "Great Wall" within twenty miles. The ice in the Gulf, however, proved so thick that it was quite impossible to get any nearer the place. The cold was most intense and the vessel was literally covered with rice from her trucks to the water's edge. Under these circumstances Captain Daniellson thought it safest to abandon his mission, and after experiencing considerable difficulties, the steamer succeeded in breaking her way through the ice, arriving, after a run of about 18 hours, back in Port Arthur. She was at once boarded by the Commandant of the place, who insisted on Captain Daniellson once more returning to the "Great Wall," as the fate of General Liu Ming-chuan partly depended on the success of the mission. So the "Waverley" started on a second voyage to the Gulf of Liang-Tung, and a southward bound. After a long run there, she reached the gulf almost entirely of her own steam, encumbered in anchoring within half a mile of Shan-hai-kwan, where there were waiting 800 soldiers to be taken on board; these were embarked without accident. Then there came on board several hundred cases of rifles, German and American manufacture; also ammunition and six machine guns, one of which dropped out of a sling, whilst being hoisted on board, fell in the water and was lost. The steamer left the "Great Wall," bound for Chefoo, where water and provisions were replenished, and thence to Fushow, arriving at a place called "Double Peak," on the east coast of the island, at 6 a.m. on the 29th ult. The arrival of the "Waverley" had been already looked for a couple of days previously, and everything was in readiness to disembark the troops, &c. A constant heavy swell at "Double Peak" makes landing difficult, and in order to effect this without any mishap, a number of surf-boats or catamarans had been constructed by the shore authorities, and were ready to land by this means the troops and ammunition were all safely landed by 9 o'clock in the afternoon of the same day. The "Waverley" left Fushow on the 30th ultmo, arriving here, as above stated, on the 4th inst. On arrival at Shanghai, Captain Daniellson was highly complimented by the Chinese authorities on his successful trips to the blockaded island, and afterwards he was informed that the Peking Government had conferred on him the second rank (blue button), and a reward of 10,000. Opt. Daniellson, we understand, will later on, have charge of a large Chinese man-of-war. Compradores A-sal, of the "Waverley," who partly advanced and defrayed the expenses incurred in despatching the steamer, is reported to have been appointed next Taotai of Shanghai, in place of Tsoai Shao, whose term shortly expires.—*Shanghai Mercury.*

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A. MCIVER, Superintendent,  
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1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND Siam  
WATERS

Port's Name.	Days & hrs.	Dates.
Actic	Day	str.
Crusader	Brit.	str.
Kwang Leo	Amer. str.	Shanghai
Kwongsang	Brit. str.	Shanghai
Mesoo	Amer. str.	Shanghai
Ningpo	Brit. str.	Shanghai

WHAMPOA.  
In port on February 12, 1885.  
MERCHANT STEAMERS.

Port's Name.	Days & hrs.	Dates.
Agammon	British	Shanghai
Ping-on	British	Chinkoo
Galveston	Ger. bgo.	Chinkoo
Hilda	Brit. str.	Chinkoo
Johann Carl	Ger. str.	Chinkoo
Kristina Nilsson	Ger. bg.	Chinkoo

AMOY.  
In port on February 12, 1885.

Port's Name.	Days & hrs.	Dates.
Attholl	British	Shanghai
Douglas	British	Shanghai
Minna	British	Shanghai

FOODHOW.  
In port on February 11, 1885.  
MERCHANT STEAMERS.

Port's Name.	Days & hrs.	Dates.
Albany	British	New York
Antenor	British	Shanghai
Birkdale	British	Shanghai
Brockshire	British	Shanghai
Chesee	British	Shanghai
Chin-tung	American	Tientsin
Chefoo	British	Shanghai
Cheungking	British	Shanghai
Diamond	British	Shanghai
El Dorado	British	Shanghai
Fuh Wo	British	Shanghai
Fung-shun	American	Hankow, &c.
Fuyew	American	Hankow, &c.
Genkai Maru	Japanese	Nagasaki, &c.
Glenearn	British	London, &c.
Glenfinlas	British	London, &c.
Glenlyon	British	London, &c.
Hae-an	American	Hankow, &c.
Hae-ting	American	Hankow, &c.
Hoihow	British	Hankow, &c.
Hyades	British	Hankow, &c.
Kiang-kuang	American	Hankow, &c.
Kuang-tung	American	Hankow, &c.
Kuang-yang	American	Hankow, &c.
Kung-pai	American	Hankow, &c.
Kungwo	British	Hankow, &c.
Kueichwang	British	Hankow, &c.
Nung-poo	British	Hankow, &c.
Paixah	American	Tientsin
Shanghai	British	Hankow, &c.
Sin Nanzing	British	Hankow, &c.
Stento	British	Hankow, &c.
Storo Nordiske	Danish	Hankow, &c.
Taku	British	Hankow, &c.
Turin	British	Hankow, &c.
Waverley	British	Hankow, &c.
Wisnur	German	Hankow, &c.
Wuchang	British	Hankow, &c.
Yehsin	American	Hankow, &c.

MERCHANT SAILING VESSELS.

| Port's Name. | Days & hrs. | Dates. |
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